MOTO RACING
and
ECONOMY CAR NEWS

7th Year—NO. 12—Los Angeles, Calif. Apr. 13-20, 1962
(Published bi-weekly except last issue of calendar year) 25¢

Centroamerica-Mexico Rally

FIRST PHOTOS from Centroamerica-Mexico 2000-mi. $20,000 rally show (top) first car to leave San Jose, Costa Rica, the 1093 Renault Dauphine of Hector Rebaque and Carlos Sales. Sales, left, and Rebaque (lower left photo) are among top favorites to be declared winners once calculations are completed. Lower right: the only U.S. entry and car which attracted most of the attention all the way, the Harry Mann Chevrolet-SPORTS CAR GRAPHIC Corvette. Glancing at MOTORACING while awaiting the start are drivers OCee Ritch and Bob McKay, of La Canada, Calif., flanking Rene Noguera Z. of the Nicar Motorcycle Club. Rally started April 15, ended April 22 in Mexico City. Full report in next issue. (MOTORACING Photos by Gus V. Vignolle)

MOTOR RACING and Economy Car News

7th Year—No. 12 —Los Angeles, Calif. Apr. 13-20, 1962
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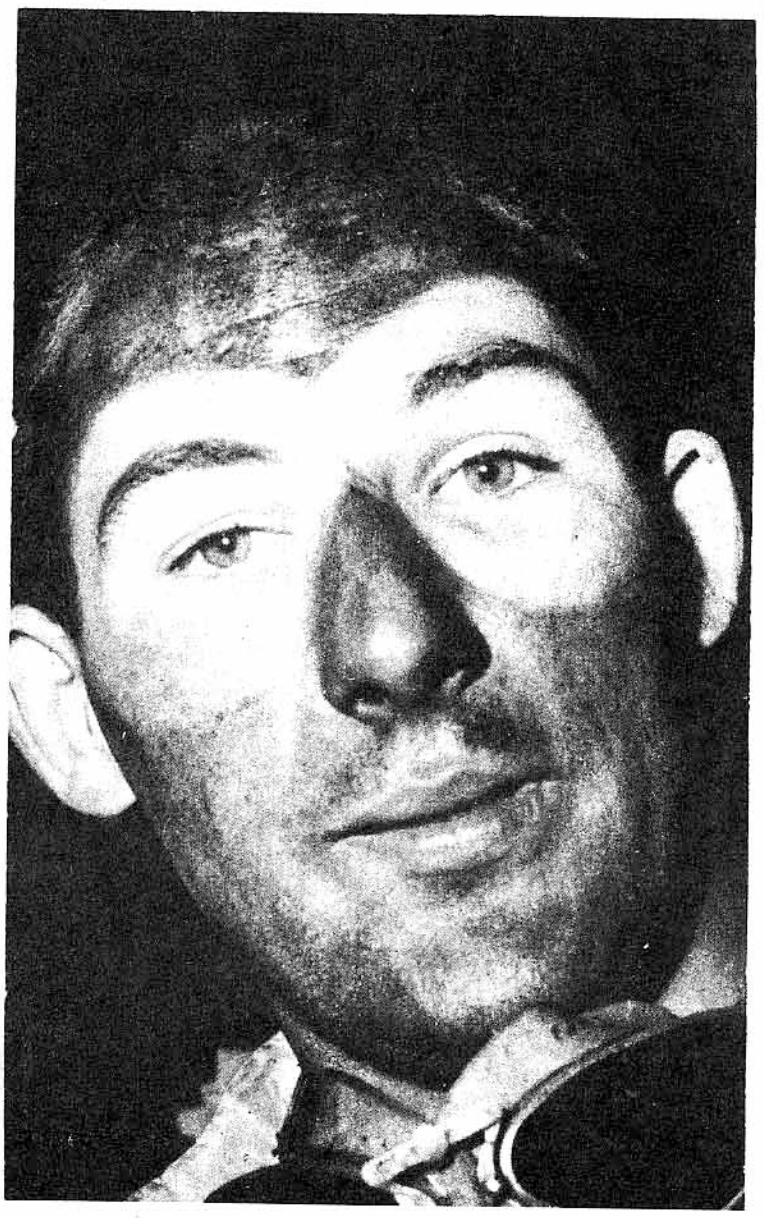
Moss Regaining Consciousness After Race Crash



STIRLING MOSS

WIMBLEDON, England, Apr. 27 - Stirling Moss, who crashed and was gravely injured at Goodwood last Monday, today was "slightly regaining consciousness" and making steady progress, according to a hospital bulletin.

"The apparent paralysis of the left side of his body is showing signs of recovery," the bulletin added. "His general condition is giving no cause for anxiety."

There had been no previous mention of the great British driver having suffered even partial and temporary paralysis.

A previous report stated the 32-year-old driver had been absorbing fluid well by stomach tube and that the overall outlook was encouraging and there were no signs of complications.

Moss had been in a coma since the accident when his new Lotus Climax V8 Form. 1 car careened off the course of Goodwood at 105mph in the 100-mi. race.

There was no early sign of a brain hemorrhage and no signs to suggest dangerous bleeding within the skull.

Moss also suffered a serious fracture of the left knee joint and injuries to his left shoulder.

Moss was in second place when his car went off the course at the hazardous St. Mary's corner. He was trailing Briton Graham Hill, eventual winner of the race.

A jammed throttle was believed to have caused the crash. His face streaming with blood, Moss was trapped in the wrecked Lotus for nearly 30 minutes. Mechanics had to saw the car in half to free his legs. Doctors gave him pain-killing injections and he slumped into unconsciousness.

Before he lapsed into unconsciousness, the stocky Briton reassured his mother, who had been watching the race, "I'm fine. Don't worry."

Moss, never a world champion who started out in Form. III racing, but is considered the world's No. 1 road racer, has been involved

Continued on page 7

REPEAT VICTOR---Winner for the second year in a row at the Stockton, Calif., sports car races was Chuck Sargent of Modesto. He's shown taking the victory lap in his Birdcage Maserati. (Photo by Jack Brady)

Vignettes

By Gus V. Vignolle

- Ye Editor Is
- Lost In Wilds
- Of Cent. America

Hazy reports filtering from the wilds of Central America indicated MOTORACING Editor Gus V. Vignolle was lost in the vicinity of "El Tapon," infamous stretch of "road" in northern Guatemala, after the car he was riding in lost a wheel.

He was on a self-imposed assignment covering the Centroamerica-Mexico 2000-mi. rally from San Jose, Costa Rica, to Mexico City, that started April 15.

The first report had Vignolle hitch-hiking and traveling by bus to Managua, Nicaragua, after the first car in which he was a co-pilot blew up 19km from Penas Blancas on the Costa Rica-Nicaragua border.

His story, if he makes it, will appear in the next issue.

Repeat Win for Sargent in Birdcage Maser at Stockton

By JOE SCALZO
MOTORACING Staff Writer

STOCKTON, Calif., April 15 -- Chuck Sargent opened the northern racing season with an uncontested victory, using his Birdcage Maserati to easily win today's 30-minute feature.

In 2nd was Bat Masterson (Porsche RS60), and 3rd, surprising Dwight (Butch) Owsley in a Lotus XI.

They used a new course here, located right in the Port of Stockton---a 1.9-mile deal with 12 turns. The course twisted between buildings and was extremely narrow in places. Most competitors didn't particularly like the track, although Sargent, after finishing today's go, said he was getting to care for it a little more.

And Sargent, who, it seems, gets blasted by just about everybody for supposed erratic driving, showed his critics something today, not making any mistakes, and winning eased-off by half a minute.

The average was 66.6mph---showing how tight the course was---and he completed 17 laps. Sargent had also won the Stockton opener last season, when the airport circuit was in use.

Actually, there wasn't much competition present for Sargent today. Just two entries---Bob Harris in the Campbell Corvette Spl. and Frank Crane in a lightweight Lotus 6 with an aluminum Buick V8 mill---had a chance.

Crane retired with rear end trouble, while Harris had an even worse fate the very first lap. He got clobbered at turn 1, former AH Sprite driver Ron Dykes (300S Maserati) plowing into the side of him, breaking the Campbell car's front A-arm. The run-in also caused a mass pileup that left many cars banged up, and caused at least four to retire.

In Form. Jr., a protest and a near-fight overshadowed Ed Leslie's (Gemini) win.

Second and 3rd place was where the friction was.

Ray Seher (Lotus 20), and Jack Dalton, in the latest BMC rear-engined Jr., had at it through most of the contest, with Seher finally getting the 2nd place nod. It didn't end at the finish, though, as Dalton was said to have run into Seher on the cool-off lap. Seher then protested the weight of Dalton's machine. No decision has been handed down yet.

Leslie, incidentally, won by five seconds and was never bothered by anyone. And fighting with Seher, Dalton returned a lap time of 1:38 flat, faster than any time in the modified go.

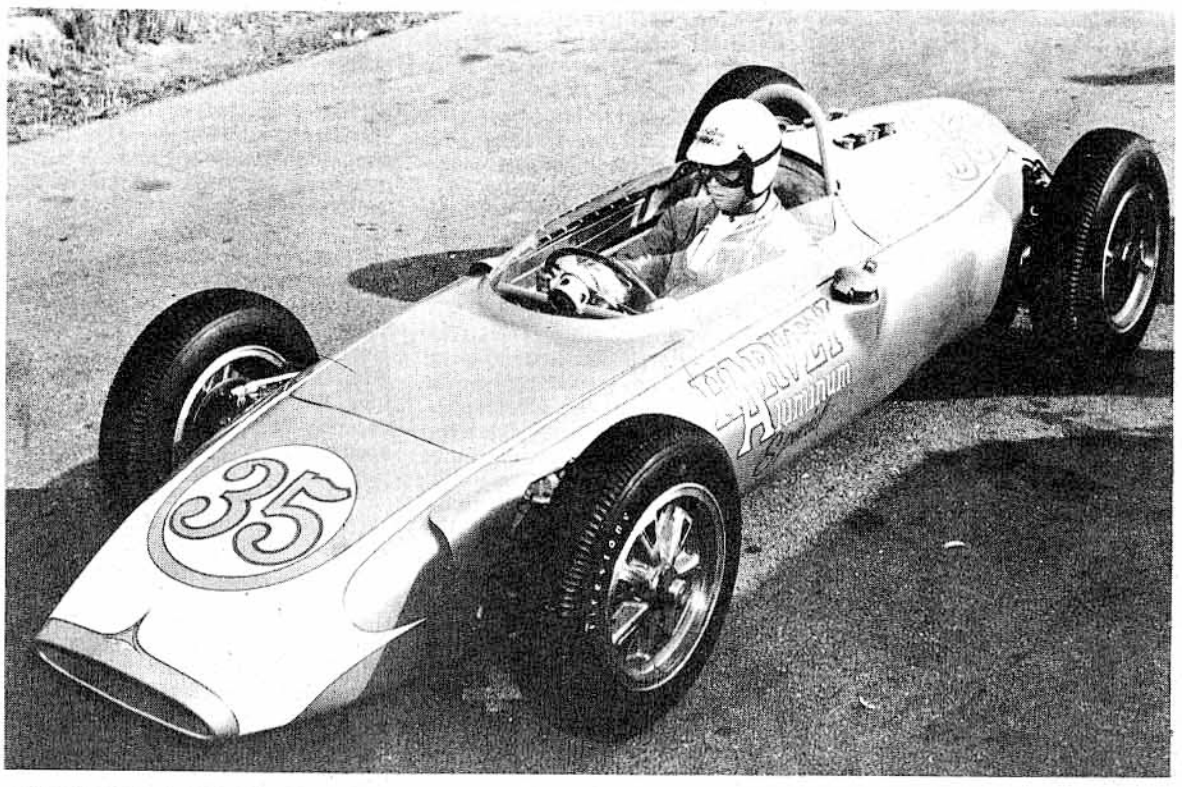
In the Corvette race, which many expected to be a slaughter because of the narrow track, Dave MacDonald won both days, with Paul Reinhart (Corvette), Don Wester (Porsche Carrera), and Red Faris (Corvette) following. It was another one of those MacDonald "spectaculars," as he spun out,

Continued on page 7

Cal Club Races

Following the Cal Club Region of SCCA traditional Memorial holiday weekend races at Santa Barbara, May 26-27, a unique two-day event will be staged at Riverside Raceway, June 23-24. A special six-hour enduro, patterned after Sebring, will be run Saturday, June 23, starting at 3 p.m. A full road racing program is scheduled Saturday, June 24, involving all types of modified and production machines.

The revamped Santa Barbara course involves a $3500 expenditure by the Cal Club and co-sponsoring Santa Barbara Junior Chamber of Commerce.



THOMPSON'S INDY RACER TESTED--Veteran sports car race driver Chuck Daigh takes Mickey Thompson's revolutionary rear-engine Indianapolis Speedway entry for a secret test at Riverside, Calif. The sleek, all aluminum racer, the Harvey Aluminum Spl., powered by a Buick V-8 engine, surpassed all expectations in its initial run. Thompson and Daigh both agreed, "it's a bomb!"

VW Winner

NAIROBI, Kenya, Apr. 23 - A Volkswagen driven by Thomas Fjastad, born in Kenya of Swedish parents, was declared winner of the 10th East African Safari, called the world's toughest road rally (3080 mi.).

The Volkswagen, mudstained and dusty after its arduous test, sped along the last 10 miles into Nairobi past cheering crowds.

Patt Moss, sister of Stirling Moss, finished thid. She left for London by plane immediately after the rally when she heard her famous brother was seriously injured in a crash at Goodwood.

Letters to MotoRacing

CAL CLUB LEADS

Instead of taking your time on the phone I thought I'd jot down the following facts that I know will be of interest to you, i.e.:

Regarding the law suit between the two clubs, here are the results of the first court hearing--

The temporary restraining order was dissolved.

The preliminary injunction denied.

The order to show cause dismissed.

Now the next step, is on May 7, a demurrer has been set for hearing on the pleading. Since I know nothing about legal stuff, if you have any questions I know Joe Weissman would be more than glad to clarify.

MARY HAUSER
Secretary, Calif. Sports Car Club
Region of SCCA

* * *

SPORTS CAR OLYMPICS

The No. Calif. Sports Car Council is presenting its second annual Squaw Valley Sports Car Olympics on May 25-26-27.

You might be interested in this event since we believe it to be the only one of its type in the country and based on its success in one year's time, promises to become national in scope. It is open to all sports and imported car fans and is presented by the member clubs of the non profit NCSCC to interest them in all types of sports car activities on a low cost fun filled weekend.

MOTOR RACING AND [illegible]

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While races are fully covered, the activities the average fan participates in seldom are. However, this event which is the largest "participant" weekend, drew entries from all over California and Nevada even in its first year.

We hope you will give us some advance publicity if possible. . .

ED DUNCKELMANN
Chairman, NCSCC
San Jose, Calif.

* * *

CENTRAL AMERICA CONTACT

Since I read that you are heading to Central America and Mexico to cover a big rally, I wish to suggest that while in Guatemala, where I was born, you look up a famous femme driver by the name of Srta. Angela Corea. She is the best in Guatemala and, I believe, competed in one of the Mexican Road Races.

She is now retired and is currently a curandera. Angela, once known as "La Paloma of Nicaragua," will make it worth your while.

Best of luck.

CONSTANTINO LAMERA
El Paso, Texas

SPECIAL DELIVERY--Helicopter pilot Bill Dehnke of Santa Monica Aviation, Inc. arrived in his 180-horsepower, 2-place aircraft at a So. Calif. Volkswagen dealership to take delivery of his new car. Dehnke plans to use his VW for pleasure and as a transport for students and customers to observe flight demonstrations. He says that many of these demonstrations take place in remote and rugged areas for the benefit of fire-fighting crews, earth-moving contractors and construction gangs. (Photo by Eddie Hoff).

Economy Car News . . .

By MARGUERITE COOK

No greater tribute can be given to VW, than the decision of Ford not to produce its sub-compact Cardinal in this country. VW of America, Englewood Cliffs, N.J., reports that VW sales in 1962 are running more than 10 percent ahead of last year, continuing a seven-year upward sales trend. Total VW passenger car sales were 14,199 in February. Total for the first two months almost 33,000 vehicles.

Ford was said to have been partially motivated in its decision by a fear that it could not reproduce a VW quality of finish on its sub-compact. An interesting example of how VW keeps and increases its following is the introductory issue of SMALL WORLD, published by VW of America for VW owners in this country. The slick-paper, color illustrated 20-page booklet, to be issued five-times yearly, is one of the most readable such publication we've ever encountered. It explains in simple readable prose things that a VW or prospective VW owner would like to know about the car. We also enjoyed the account of how two American architects worked their way around Europe and Asia selling encylopedias in a VW. Same car now being driven on the streets of Manhattan.

It may be a VW and GM year, but Volvo, among the imports, is swinging right along. Nine hundred ninety-two new Volvo auto registrations have been reported this January compared to 679 a year ago. Volvo import, Inc., Englewood Cliffs, states the Swedish product is now the third largest selling import in this country.

* * *

At the International Auto Show in New York recently, the two newest extensions of the 122-S Volvo line were introduced. A two-door sedan and four-door station wagon. This makes five Volvo models now on sale in this country. Both new models feature the recently-developed Volvo b-18D90hp engine which gives them a top speed at about 100mph. Fuel consumption of this engine with normal loads is rated at between 25 and 30mpg.

A Volvo 544 sport sedan won the recently-concluded Danish Caltex Intl. performance run from Nurburgring, Germany, to Aarhus, Denmark. It averaged 38.09mpg for the 1084-mi. course. Naturally, the American Volvo importers like to point out that in the recently-completed Economy Run sponsored by a major oil company in this country, the winning car (a Rambler American) only averaged 31.11mpg. ARNE GULDMARK-HANSEN, Denmark, was the driver in the European event.

* * *

Our Central American correspondent tells us in Managua, Nicaragua, all the buses are the Ford Taunus microbus. Across the border, you see only VW buses in Tegucigalpa, Honduras.

* * *

We are indebted to the above described SMALL WORLD for the reprint of a letter from a frustrated would-be VW owner in San Francisco. The gentleman pleaded for an increase in luggage space so that his wife would let him buy one. The SMALL WORLD editor wrote back that VW had increased luggage space and it was adequate for a careful packer. As proof there are the two Americans who were arrested in East Berlin for trying to smuggle a girl friend across the border in a VW truck. What does his wife want to get into that luggage compartment, anyhow?

Great Salt Lake Races Slated for July 7-8

SALT LAKE CITY, Apr. 23 - Utah region of SCCA announces that July 7 - 8 are the dates for the sixth annual Great Salt Lake Road Races -- a Pacific Coast Championship Points event.

The two day event for all SCCA production and modified classes will be held at Salt Lake Airport #2, a 2.7-mi. madacam surfaced abandoned airport, approximately six miles west of Salt Lake City.

Also scheduled is a Drivers' School for all Utah region, Bonneville region and Mountain states drivers, to be held at the same course May 6.

Entries and applications for the Drivers' School and race may be obtained by writing Utah region, SCCA, P.O. Box 291, Salt Lake City, Utah.

DeVillier Spl. From England Goes at Indy

INDIANAPOLIS, Apr. 23--Reports from London indicate the four - cylinder supercharged De Villier Spl. from England will reach the Indianapolis Motor Speedway on May 2 or 3. The driver of the car, however, has not yet been selected.

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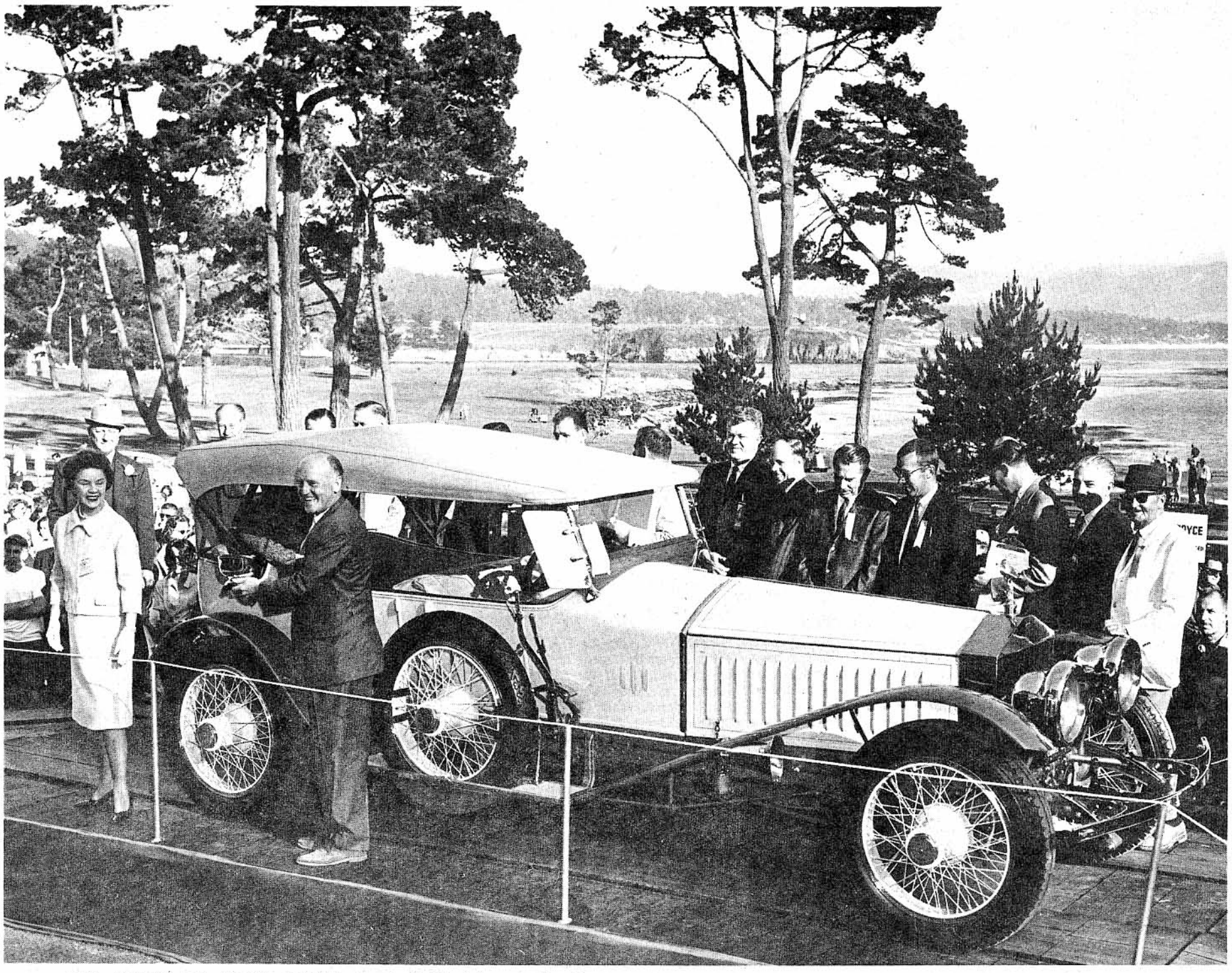


MRS. SAMUEL F.B. MORSE of Pebble Beach, Calif., (whose husband is chairman of the Board of Del Monte Properties Co.) has just presented Alton H. Walker with the Best-in-Show trophy for his 1913 open Rolls-Royce Silver Ghost. The 18 judges stand behind the car. The world-famed 12th annual Pebble Beach Invitational Concours d'Elegance was held on the sweeping lawns of Del Monte Lodge April 21. (Photo by Julian P. Graham)

• Vignettes

BY GUS V. VIGNOLLE

See Page 1 Explanation For Absence of Editor's Column

The Editor's column will be resumed in the next issue of MOTORACING. Please see explanation under the heading of VIGNETTES on Page 1.

Trintignant Winner at Pau; R. Rodriguez Takes Second

PAU, France, Apr. 23--That French veteran of the racing wars, Maurice Trintignant, won the 22nd Grand Prix of Pau today in record shattering time.

Trintignant, 44, drove his Lotus over the winding, 171-mi. course in 2h. 39m. 35.5s. for an average speed of 64.44mph. This broke the old mark of 64.34mph set by France's Jean Behra in 1957.

Trintignant beat a field of 16 top category No. 1 cars driven by some of the world's best drivers in what is the European season's opening race after most of his top competitors gave up with mechanical trouble. Those who abandoned included Jim Clark of Britain, driving a new eight cylinder Lotus, and Joakim Bonnier of Sweden, driving a four cylinder Porsche.

Second was 20-year-old Mexican hope Ricardo Rodriguez at the wheel of a six-cylinder Ferrari with the engine inclined at 120 deg. Third was Jack Lewis of Britain, driving the new eight cylinder BRM car.

Jack Brabham, Australian former world driving champion, used a substitute Lotus car after his original entry was destroyed by fire in England. He gave up in the fourth lap with mechanical trouble.

1. Maurice Trintignant, France (Lotus) 2:39.35.5; 2. Ricardo Rodriguez, Mexico (Ferrari) 2:40:09; 3. Jack Lewis, Britain (BRM) 2:40:10; 4. Tony Marsh, Britain (BRM) one lap behind; 5. Lorenzo Bandini, Italy (Ferrari) one lap behind; 6. Nino Vacarella, Italy (Lotus) two laps behind; 7. Joseph Siffert, Switzerland (Lotus) three laps behind; 8. Ian Burgess, Britain (Cooper) five laps behind; 9. Heinz Scholler, Switzerland (Porsche) five laps behind; 10. Jo Schlesser, France (Cooper) six laps behind.

Clark set a new record of 1:33.4 at the average speed of 106.381 k.ph. on the third lap. Previous record belonged to Clark in 1:34.1. Average speed 105.589 k.p.h. was set up in 1961.

USUC Lists Races

Included amont events on the FIA calendar for 1962, according to USAC, are:

June 16-17 - Elkhart Lake, Wisc. S-GT-FJR.

July 4 - Pikes Peak, Colo. (Pending approval).

July 7-8 - Pomona, Calif. Sports Form Jr.-GT. (Pending approval).

July 28-29 - Indianapolis (Raceway Park), Sports, Form. Jr. Form I/C.

Sept. 8-9 - Elkhart Lake, Wisc. GT.

Sept. 15-16 - Bridgehampton, N.Y. GT-S-FJR.

Sept. 22 - Watkins Glen, N.Y. - S.

Sept. 29-30 - Indianapolis (Raceway Pk.) Form. I.

Oct. 7 - Watkins Glen, N.Y. Form I.

Oct. 13-14 - Riverside, Calif. Sports-Form Jr.

Oct. 20-21 - Laguna Seca, Calif. Form. I-Sports.

Walker's 1913 Rolls-Royce Takes First

BY FRANK MASON
Special to MOTORACING

PEBBLE BEACH, Calif., Apr. 21 - More than 5000 enthusiastic spectators witnessed today, in perfect weather, the 12th showing of a selection of the world's finest motor cars. It was the annual Pebble Beach Concours d'Elegance and 130 cars had been accepted and classified in 18 categories.

As in the past, this year's classic was held on the renowned stretch of turf between Del Monte Lodge and the famed tree-lined ocean-front 18th hole of the Pebble Beach golf course--a scenic spot said to be one the most photographed in the world.

The press section this year was larger than usual. All San Francisco and Bay area papers were represented and many magazines had sent writers and photogs. Lucius Beebe, noted author, publisher, columnist and Who's-Who personality, recognized authority in railroad, automotive and other fields, was on the judging staff. Another judge was Scott Newhall, executive editor of the San Francisco Chronicle. Newhall's classic restored Packard was over-all winner at last year's show.

Named Best-in-Show for 1962 was Alton Walker's 1913 open Rolls-Royce Silver Ghost. This is the car used by the then Prince of Whales, now Duke of Windsor, when he made his historic tour of the United States in 1911. It has been restored to equal its original new condition. Reserve Best went to Bill Harrah of Reno for his 1909 Welch, also an open tourer. This rare example has a rumble seat for the chauffeur when the owner wished to drive. Harrah also won two blue ribbons, getting first in class for his 1930 Packard 734 as well as the unique Welch.

Among other winners:

SPORTS CARS UNDER $2500--Mrs. James Riedel, Hillsborough, MGTC.

FROM $2501 to $4000--Gerald Frank, Mountain View, Lancia Zagato.

$4000 TO $7000--Douglas Brown, Pebble Beach, Jaguar SKE

OVER $7000--Edward Widdas, Palo Alto, Mercedes 300 SC.

IMPORTED PASSENGER CARS:

UNDER $4000--R.J. Phillips, Napa, 1949 Riley.

$4000 to $6000--Albert L. Ratzlaff, Orangevale, 1954 Hudson Italia.

AMERICAN CLOSED CLASSICS--EC Last, Alhambra, 1937 Packard 1507.

AMERICAN OPEN CLASSICS--Bill Harrah, Reno, 1930 Packard 734.

IMPORTED CLASSICS--William Campeau, Hillsborough, Jaguar SS100.

ANTIQUES -Bill Harrah, Reno, 1909 Welch.

OPEN PRE-WAR ROLLS-ROYCE--Alton Walker, Pebble Beach, 1913 Silver Ghost.

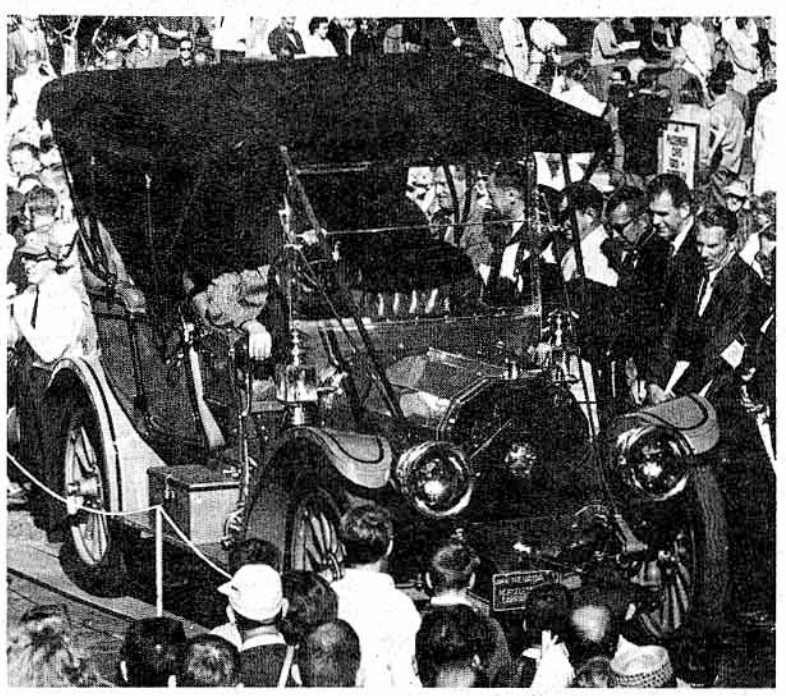
CLOSED PRE-WAR ROLLS-ROYCE--Ben Solomon, Berkeley, 1939 Silver Wraith.

POST-WAR ROLLS-ROYCE--Mrs. Martin Martyn, Beverly Hills, 1960 Phantom.

COMPETITION CARS--Jack Houts, Santa Cruz, 1955 Porsche 550.

The judges were:

Carl G. Anderson, Los Angeles; Peter A.B. Bancroft, San Francisco; Lucius Beebe, Virginia City, Nevada; Jack L. Bradley, Santa Ana; William B. David, San Francisco; Robert A. Day, Los Angeles; Peter De Paolo, Akron, Ohio; Richard Graves, London, England; Jennison Heaton, Pebble Beach; Strother MacMinn, Los Angeles; Frank Mason, Long Beach; Denholm D. McKie, San Francisco; J.B. Nethercutt, Los Angeles; Scott Newhall, San Francisco; Frank O'Neal, Carmel Valley; Overton A. Phillips, S. San Gabriel; Hermann Richardson, San Francisco; Donald Teague, Carmel.



RESERVE WINNER, or second honors, went to the 1909 Welch Close-Coupled Tourer, with footman's seat, owned by William Harrah of Reno, Nevada. (Photo by Bob Burbridge)

Northwest Rally Events Announced

SPOKANE, Wash., Mar. 8--New chairman of the NWRC (Northwest Rally Council) for 1962 is Dexter Walter, Seattle. Walter was elected at the last NWRC meeting in Yakima.

May 19 - 20--Jackrabbit Ramble, Sand & Sage SCC, Richland, Wash.; June 23 - 24--PONDEROSA SWEEPSTAKES, SCC of Spokane, Spokane; July 21 - 22--Treffen Mach II, Boeing SCC, Seattle; August 11 - 12--Petite Alpine de Kootenai, Kokanee SCC, Trail, B.C.; Sept. 15 - 16--Jaguar Hunt, Yakima Valley SCC, Yakima.

PLUGS and POINTS...

By JOE SCALZO

Tough Luck for Campbell Corvette; Timanus Gets Offer to Go to England

STOCKTON NOTEBOOK: Really too bad about the first-lap "crunch" that eliminated the CAMPBELL Corvette Spl. from the Stockton main event.

"I almost feel like retiring," owner BILL CAMPBELL said sadly, but only half-truthfully. "This was the first Sunday race we really had a good chance of winning. And to get knocked out the very first lap. . . ." The machine was definitely favored, with driver BOB HARRIS. In practice, with one plug fouled, dead, the orange-colored rear-engined job still hit 128mph on the short front chute; fast time for the week-end.

In the race, Harris recalls setting up for the first turn, and then, out the corner of his eye, seeing a red car (RON DYKES' Maserati), all four wheels locked up, coming right at him. Bang. It broke Harris' front suspension. And it was really bad for a second, cars going everywhere, including poor JOHN TIMANUS, who, they say, almost disappeared down the escape road. FRANK MONISE, who was driving DR. BILL MOLLE'S Lola, and arrived on the scene just after everything had happened, said, "Glad I didn't get a good start." The Lola had been in neutral at flag-fall.

Besides the Sunday crash, Harris had bad luck the day before, when his rear brakes kept locking up. That spun him off the road while in the lead, and then, still having trouble, he charged back to 8th.

CHUCK SARGENT, the Sunday victor, also took Saturday honors.

Sargent had contact with one of the dangerously-close pine trees lining the course Saturday ("Think they'll send you a bill to make you pay for the tree?" (PAUL REINHART kidded him) but drove very well other than for that.

It still doesn't seem right, the amount of criticism Sargent gets. There's still every chance he'll turn into a really good chauffeur. He thinks he has his 'Cage sold, and would like to get "a little Lotus or something." He will continue racing for sure.

Monise didn't finish, when the Lola's hood blew off as he was coming down the main chute. Still no official word about when his Lotus 23 will arrive.

And on the subject of new cars, ART SNYDER'S Elva VI, which hadn't finished a race previously, came in 5th in the main, and 3rd in class. Gearbox trouble bothered the car Saturday, but Sunday everything went fine, except the brakes got a little flat.

BUTCH OWSLEY, running Monise's former Lotus XI, won class G Sunday, and was the star surprise of the race. From San Jose, and having raced for three years, Owsley at one time was running 2nd and finally took 3rd overall. The red and silver Lotus ran just as well for him as it did for Monise at Riverside.

Timanus got back from the first turn pile-up in time to record 2nd in class and 4th ov. John, incidentally, may not be around these parts much longer. He's had an offer to go to England and maintain the Form. I Emeryson TONY SETTEMBER will drive. They remembered John over there from his work last year, when he took care of the Scarabs.

JOHN (BAT) MASTERSON ran 2nd in the Stockton feature with his blue RS60 Porsche. Not particularly liking the course, as a lot of people didn't, Bat claimed he rarely got out of first or 2nd gear. He continues to care for his Porsche, and his dislike for the bigger machinery he used to drive, grows. He calls his Porsche, "the best Kurtis I've ever driven."

He put a dent in the snout when he nicked the back of AK MILLER'S big Devin-Olds (which was a dnf with bearing trouble). "I doubt if Ak even felt it," Bat mused.

Miller is already talking about going to Pikes Peak this year, where he holds the sports car record. This year, he might have a little more competition, as DAN GURNEY may take the ARCIERO Lotus 19 to the "hill," too.

Ak also is working on a Chevy-powered AC Bristol for Pikes Peak, and is looking for someone to drive it.

The AFM Grand Prix motorcycle go at Stockton was a treat to watch again, mainly because of the talents of JOHN MC LAUGHLIN and his Norton-Manx. He won both days, no trouble. He was also originally set to drive one of VASEK POLAK'S RSK Porsches, but Vasek was ill, and didn't come. "I tested the Porsche at Riverside," Mac said. "Terrific. Go up through the esses as fast as I do on the bike, and I'm not even working." There's a chance McLaughlin will ride a pair of factory Manx-Nortons at the Isle of Man this year. All he needs is a sponsor. And next year, the AFM hopes to send a team of three riders over to give accounts of themselves. The AFM has organized a fund for this purpose now.

STOCKTON NOTES & OTHER STUFF---Northern 300SL MB driver PETE CULKIN bought the Mercedes-Corvette from owners MIKE KOSLOSKY and DAN WHITZ. Culkin's real happy with it, and BOB EDMISON may drive it some of the time. Meanwhile, Koslosky and Whitz are working on getting a new modified sled...one rider to watch at these AFM motorcycle races is FRED CHASE, who uses a 305 Honda. Formerly used Norton-Manx equipment, and he rides particularly impressively. However, at Stockton, the star lightweight rider was NORRIS RANSCOURT, who finished 4th ov. with his 250cc Parilla; excellent riding . . .FRANKIE SCURRIA, the usual 250cc class ace, got a bad start ("I got excited, man, let the clutch out too quick"), but still took 2nd in class. . .MARY MCGEE rode her 125cc Honda for the first time with fairing at Stockton; failed to finish Sunday with a dragging tailpipe she said, "Funny, riding with fairing. You go down the straight leaning because of the way the wind blows you". . .and surprise, who else but GORDON MARTIN appeared on the starting grid both days with his leathers, having a go with his 305 Honda; liked it, plans to continue racing. . .HANK BOSECKER, former free-style roller skating champ, raced an AH Sprite at Stockton. . .GEORGE GRENSWITCH, going good at Stockton, running 2nd with his Cooper Monaco till the rear-end broke. . .MERLE BRENNEN, from Reno, had a Chevy mill in his D-Jag at Stockton; the whole car was extremely light, said to weigh 1500 lbs.; Merle didn't finish, but hit 125mph through the traps, fast time. . .many entries were turned down at Stockton because the field was too large, DAVE MACDONALD and his Corvette Spl. being one of them. After seeing the way the course was, Dave said, "Glad I didn't bring my car, anyway". . . Dave will be racing stock cars soon. . .CHARLIE PARSONS was at Stockton, feeling well, although a little stiff. His injuries at Sebring were caused by being pitched right out of the car; if he'd stayed in it, he probably would have been alright, as the roll bar was not touched; his biggest gripe---the new driving suit INNES IRELAND gave him was scratched up pretty bad as a result of the accident. . . RONNIE BUCKNUM was to drive HASKELL WEXLER'S car at Stockton, Old Yeller III, but was told he couldn't run; then, a phone call at 5:30 Friday afternoon, saying to come up, that they could race; now, Ron will drive the car at Del Mar, and has some other plans regarding modified racing, too. . . . . .

Bridgehampton Races Open Season May 5-6

BRIDGEHAMPTON, L.I., N.Y. - April 23 - A field of 100 cars is forecast by race secretary Bill Baldwin as entries piled up for the two-day program of sports car racing at Bridgehampton Saturday and Sunday, May 5-6.

The first area road racing of the season shows seven races on the varied speed menu.

The feature attraction is the fourth running of the George Rand Trophy Race for Grand Touring cars.

Fordney, Tarpley Plan Car Center

Businessmen Alan Fordney and Roy Tarpley, both long associated in the automotive field in the Bay Area, are already building a large stockpile of new, used and rebuilt foreign car parts for their newest enterprise, Mar Vista Foreign Car Parts.

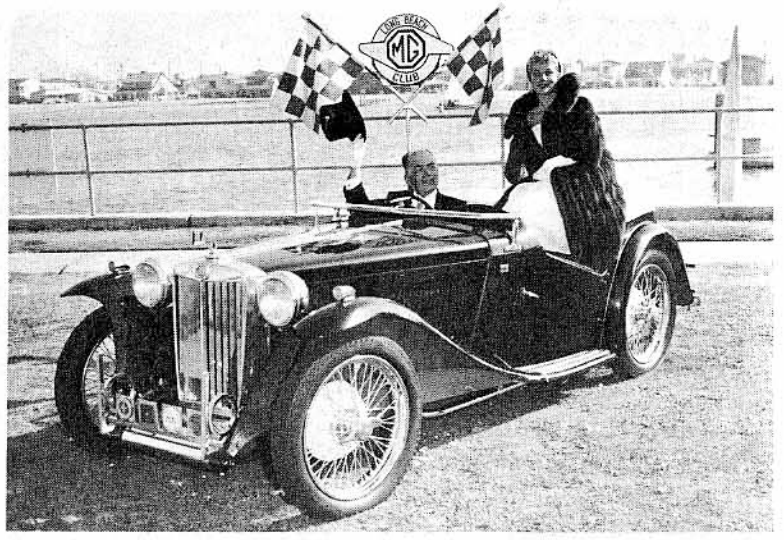
The auto parts store will have its location at 12021 Washington Place, Mar Vista, a few blocks west of Sepulveda Boulevard.

Hillman Minx Nabs South African Rally

LONDON, Apr. 23 - A Hillman Minx driven by Eugene Bosman was overall winner of the Tour Natal Rally - the first event in the 1962 South African Rally Championship.

The 450-mi. route took competitors along minor roads and rough tracks in Zululand and through the foothills and passes of the Drakensberg Mountain Range in Natal.

Bosman, one of South Africa's most successful rallyists, was accompanied by navigator Tom Campher.



FRED SANDER'S top hat and monocle, Teri Lindsey's mink coat and diamond-studded tiara, typify the highbrow atmosphere and aesthetic tone of the Long Beach MG Club's Fashion Square Concours d'Elegance slated for its third annual showing Saturday, June 9, at Santa Ana. The car is Frank Mason's "square TC."

Nilsson and Pilkey, 63, Spark Westwood Opener

WESTWOOD, B.C., Apr. 15 -- Two Canadians turned in dazzling performances at the first Intl. Conference race of the season at Westwood.

Conference G Mod. Champion, Arleigh Pilkey (63 yrs. young) blistered the track in his Lotus XI in a manner designed to give notice that retirement is a long way off, while Terry Nilsson (a callow youth) won two races in his Lola Fm. Jr., and took a neat third in his F Prod. Porsche.

Into the interval (12:08 - 6:00 p.m.) B.C. race officials efficiently jammed no less than 10 races. But, it was one of those days, in which every race was filled with drama.

There were such things as Mike Eyerely's 70.4mph lap in his F Prod. Porsche (faster than the C Prod. cars); Dede McColl in the role of Hero Driver (her own car is still in pieces); the gear-jamming (Florence), course-leaving (Sabin) and oil-losing (Blaylock) among the Lotus Fm. Jrs. in their attempts to catch the flying Lola of Terry Nilsson. Lyle Forsgrin after collapsing his front suspension in the H Mod. race, pushed his Forsgrini past all comers in the Jr. Le Mans.

Last, but in many ways the most gratifying, was the return of Mike Balfe to the racing wars after an absence of several years as a result of an accident.

Arriving at Westwood the hard way (via the 4000-mi. Trans-Canada Rally), Don Kindree of Waterdown, Ont., gave fans their first look at an XKE in competition. Unfortunately, new Jaguar models are traditionally afflicted with cooling problems and Kindree gave his impression of Old Faithful about mid-race. Another Trans-Canada Rallyist, Francis Bradley of Toronto, fared better. Driving the Nilsson Porsche, he placed third overall in the Jr. Le Mans.

There may be better places to watch road racing than Westwood, but it's doubtful. Every B.C. club member is a Welcoming Committee of one, and every race is like Homecoming. Besides, as 12,000 satisfied spectators will attest, they run a ruddy good race.

RESULTS:

1ST NOVICE - 1. Charles Donaldson, Portland, (Lotus 18); 2. Terry Hargreaves, Seattle (Corvette); 3. Peter Ray, Vancouver, (Rayford Fm. Jr.).

2ND NOVICE - 1. Art True, Spokane, (Porsche Carrera); 2. Spencer Stoddard, Seattle (Porsche); 3. S.R. Bennett, Portland, (MGA).

H & I PROD - 1. Bill Taylor, Victoria (Morgan 4/4); 2. Karen Hall, Vancouver, (Sprite); 3. George Grimm, Vancouver, (Sprite). (Race avg. 60.7mph).

F PROD & H MOD - 1. Mike Eyerely, Salem, Ore., (Porsche); 2. John Stuhldeier, Portland, (Alfa); 3. Terry Nilsson, Vancouver, (Porsche). (Race avg. 66.3mph).

G PROD - 1. Gerry Bruhil, Portland (Fiat 1500); 2. Mike Scriabin, Vancouver, (Sprite-opt.); 3. Miles A.C. Johnson, Victoria, (MGA). (Race avg. 65.5mph).

A-B-C-D PROD - 1. Dan McMahon, West Linn, Ore., (Corvette); 2. Art True, Spokane, (Porsche Carrera); 3. Jack Murray, Seattle, (Morgan SS); 4. G. B. Sterne, Victoria, (Morgan plus 4). (Race avg. 72.9mph).

MOD. & FM. JR. - 1. Nilsson (Lola); 2. Arleigh Pilkey, Vancouver, (Lotus XI); 3. Ken Finnegan, Vancouver, (Climax Spec.); 4. Bob McLean, Vancouver, (Rayford Fm. Jr.).

E PROD - 1. John Antons, Portland, (Sunbeam); 2. Bob Fletcher, Portland, (TR-4); 3. Chuck McKaig, Vancouver, (TR-3). (Race avg. 68.9mph).

JR. LE MANS - 1. Lyle Forsgrin, Everett, Wn., (Forsgrini); 2. Roger Stanley, Seattle, (Porsche); 3. Francis Bradley, Toronto, (Porsche). (Race avg. 69.8mph).

FM. LIBRE - 1. Nilsson (Lola); 2. Chuck Blaylock, Vancouver, (Lotus 18); 3. Paul Scott, Seattle, (Lotus XI); 4. Mike Balfe, Vancouver (Lotus XI); 5. Ed. A'Court, Vancouver, (Climax Spl.).

NO?

"Dope addiction is not an indication of bad character!"--Overheard in a powder room at an office of the State Employment Service.

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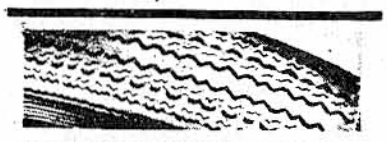

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Letter From CANADA

BY EVE WHITE

Correction in the date for the Players 200 at Mosport...should be June 9. This Intl. race sponsored by the Imperial Tobacco Co. bids fair to be one of the season's best. STIRLING MOSS was due to drive a Ferrari. INNES IRELAND has signed to drive a Lotus XIX for UDT/Laystall.

The very modernistic looking control tower and high look-out tower are almost completed, and Mosport officials are presently readying the course for a huge crowd.

The Shell 4000 Automobile Rally, the world's longest, from Montreal to Vancouver, has just finished. Winners, according to provisional results are LOU LALONDE and John Jones from Toronto, driving a Studebaker Lark, second JERRY POLIVKA and CHARLES BICK in a Volvo, and third DOM HAMBLY and TRANT JARMAN in a Chevy II. Jarman is the only U.S. driver in this group. Although several USA entrants started, most ran into early difficulties. DENISE MCCLUGGAGE was only a few miles out of Montreal at the start, when she holed the gas tank and subsequently further damaged the Corvair Monza Spyder and had to retire. The car had been fitted with a belly pan, but officials had ordered its removal as it was not a standard factory part. From Sandusky, Ohio, Mr. and Mrs. JIM BICKHAM's Mercedes left the road, and although they were not hurt, Mrs. Bickham was shaken up and they decided not to proceed.

PETER RYAN, better known for his racing prowess, and MIKE KERRY were entered in a Mini-Cooper and in fact led the scoring for several days, but had to be towed into Vancouver, and accepting such help disqualifies them.

Winning team were the three 1093 Renaults which were brought over especially for the Winter Rally and the Shell 4000. This team led most of the way, and is one of the two surviving teams out of those entered.

* * *

The local motorcyclists are getting tuned up for the start of their racing season at Mosport and Harewood. Many new machines are on the go, and several side car outfits are being prepared. This is a class we would very much like to see increase in numbers, for it offers such an exciting spectacle.

The Canadian Motorcycle Assn., In., announced that they have been accepted as an associate member of th Canada Sports Advisory Council, which is a group investigating the standards of fitness of Canadians and then it will advise the government on programmes for providing recreational facilities.

* * *

Next letter will tell of the progress of the first Canadian drivers to be factory entered in Intl. evens in Europe. LUDWIG HEIMRATH and PETER RYAN were to drive at Pau (France). Ludwig was to drive the factory Porsche used by DAN GURNEY last year.

* * *

Canadian motorcyclists have competed overseas internationally for over 10 years, but in 1962 there are more over there than ever. Road races MIKE DUFF and DAVE WILDMAN, and moto-cross riders GUNTER SAUREN, MATTI PELLINEN and RAY MCCARTY are already doing the rounds.

RUGGED GOING--Driver Peter Ryan, competing in his first rally, tries to shove Austin Cooper over the goo in the 4000-mi. Trans-Canada rally from Montreal to Vancouver. Navigator Mike Kerry is at the wheel. They led for two days, eventually had to give up when the clutch burnt out. A Studebaker Lark Won. See Eve White's story in adjoining column. (Photo by Don Grey)

Fairman, 49, Only European at Indy

INDIANAPOLIS, Apr. 23--Jack Fairman of England, only European driver already assured of a car for this year's Indianapolis 500-mile race is a 49-year-old veteran who has been racing profesionally since 1947. He will be in the cockpit of the Jim Kimberly Sp'., which is one of three new rear-engine cars built this year by Mickey Thompson.

Prior to World War II, Fairman was assistant to the chief tester of the Daimler Car Co. and he served in the tank corps during the war.

He has driven more than a dozen different makes of European cars in competition since 1948.

Leading Motorcycle Aces Go at Laguna

MONTEREY, Calif., Apr. 23 - For the first time in the history of Monterey sports car racing, leading motorcyclists will perform as part of the Laguna Seca Invitational road races June 9 and 10 at the 1.9-mi. course.

The American Federation of Motorcyclists will choose a field of 45 bikes representing six cycle classes.

Top cyclists include 500cc American champion John McLaughlin, Duarte, Calif.; Ron Grant, Surrey, England; Peter Schwierzke, Berlin, Germany; Buddy Parriot, La Puente, Calif.; and Mary McGee, Hermosa Beach, Calif., considered the top woman wheeler in the United States.

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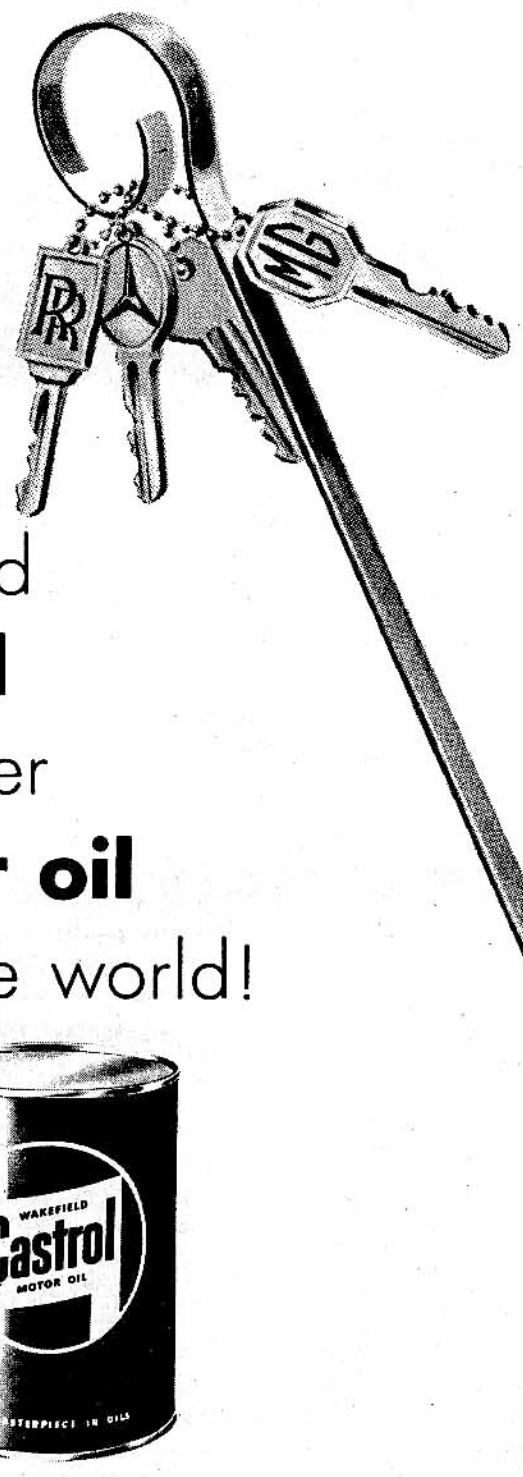

Porsche Jaguar SAAB Hillman
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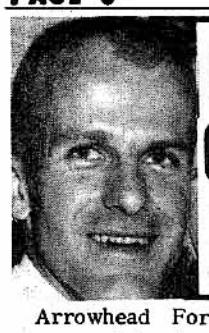


Slalom Column

By DENNIS McCOSH

Arrowhead Foreign Car Club sponsored the first, and what may well be the best, SCCSCC Championship Slalom of 1962 at the Orange Show Fair Grounds in San Bernardino. This relatively small club put on their first SCCSCC sanctioned event and put to shame all of last year's events by more experienced clubs.

The weather cooperated to make a fine, warm, sunny day. This helped to bring out approximately 115 drivers. Had it not been so far and had there not been another event in San Diego, they probably would have had 160 entries.

Safety and tech inspection were as good as most I have seen and the tralom course was excellent with a variety of interesting and challenging turns and bends. Many places on the long, fast course were able to be taken faster than was apparent at first and pylons are excellently used. They were not so numerous that one could hardly avoid hitting a few, but enough and in places where a penalty was deserved if a pylon was hit. As a result the course was interesting for small cars, while the larger cars had room to take the wrong line through corners. With sufficient room for larger cars, driving skill and experience became more important than pylon penalties for determing place in class.

As good as the course was, it was outshone by the event organization and timing. With a smooth operation (the result of intelligent planning) and three electronic direct reading timers the cars were run through almost as fast as they could be brought to the grid. No one had any chance to complain about waiting too long. The alphabet run group system worked beautifully, but would have been more obvious had there been more entries and/or a shorter course. It will be very difficult for other clubs to match the excellence of the AFCC event, but I sure hope they try.

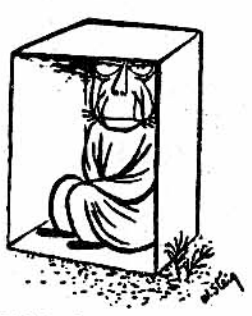
Dave Lehman of ROCA again topped all others with a rapid fast-time-of-day in his modified Renault 4CV.

The SCCSCC Slalom Championship is determined by earning points in slaloms, designated by SCCSCC as "Championship" events. These events are scheduled at the rate of about one per month and are sponsored and run according to the current slalom code by clubs who are members of the Council.

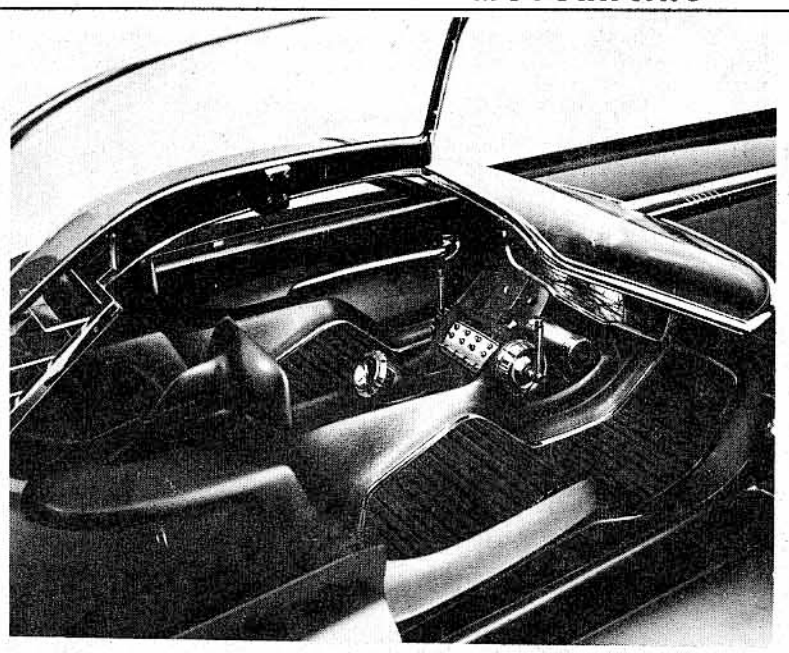
To be eligible for points at a Championship event a driver must possess a current and valid driver's license, his car must pass technical inspection (safety), he must be a member of a club which belongs to SCCSCC, and he must finish in the top half of his class.

Points are determined for each class separately. Should a class have less than five entries, it is combined with the next lower class, by displacement, within its category (sports, sedans or modified). The first car below the middle of the class is called the "base car" and receives zero points. Each class winner is awarded 100 points.

The entries finishing between the winner and the base car receive the number of points corresponding to the percentage difference of their times and the base car time to the winning difference.



PEOPLE ARE NO DAMN GOOD



COCKPIT OF the Seattle-ite XXI, Ford styling dream car, reveals concepts of what auto travel may be like. Fingertip-controlled steering dial is mounted between the passengers, just behind the control panel of a computer that might keep drivers informed of traffic and weather conditions and engine performance characteristics. Viewing screen would show computer-determined information such as estimated arrival time, and would hold an automatically rolling road map showing position of car in relation to map.

U.$. $ports Car Club Gives Ca$h Instead of Trophies

The newly-formed United States Sports Car Club (USAC) will give annual cash awards in lieu of trophies to competitors. Points will be computed, as in the past, with a "purse" instead of a trophy to the class winners. A minimum of $500 against a percentage of the gate will be set aside from each race to be divided at the end of the season.

Henderson, Nev., races Apr. 28-29 were No. 1 in the program. Because this new policy was not announced with the entry, USSCC waived late entry charge for this race. Pomona entries will be in the mail soon and the race will be included in the Award Program, according to USSCC. Trophies will be awarded as usual at these races.

Concours Tied in With World's Fair

SEATTLE, April 6--Limited to 75 cars, a Concours d'Elegance is scheduled for Sat., May 27, at the Memorial Stadium, now a part of the fairgrounds, during "Great Britain" week at the World's Fair here.

Honorary chairman is to be Geoffrey Jackson, consul-general, and the concours is sponsored by the Jaguar Drivers Club of Northwest America. Antiques from all countries will be shown, but the other two classes are restricted to British-made cars; pre-war and post-war.

There will be no entry fee, but additional passengers will be required to pay admission to the grounds--$2. Details can be obtained from the concours chairman, Herbert G. de Bruyn, Box 224, Mercer Island, Washington.

Notice

If rallyists expect to see results in this publication, they must cooperate by sending finishers, cars and error for the various classes, number of cars competing, rallymaster, etc. to MOTORACING. Data must be sent in as soon as the event is over in order to be printed in the following issue.

FREEWAY TRAVEL

By 1980, approximately, one third of all annual travel in the US will be on freeway systems.

* * *

BUSY INDUSTRY

US motor vehicle industry used 14.6 million tons of steel and 196 million pounds of copper in 1960.

Late News

Bondurant Wins

HENDERSON, Nev., Apr. 29 -- Former Corvette pilot Bob Bondurant of La Canada, Calif., drove Old Yeller III to a course record today in winning the opening 20-lap sports car main event at Thunderbird Intl. Raceway. He averaged 83.2mph.

Some 4000-5000 fans saw the inaugural program, staged by the Las Vegas Sports Car Club and U.S. Sports Car Club (USAC).

Yesterday, Bill Boldt, Kurtis-Pontiac, won when Bondurant spun out after leading for seven laps.

* * *

Moss Better

WIMBLEDON, Eng., Apr. 28 -- Stirling Moss was well enough today to take his first food. He was seriously injured in a race crash at Goodwood last Monday. "He is taking quite a lot, but still is not fully conscious," a close friend of the famous driver said.

* * *

Clark On Top

AINTREE, Eng., Apr. 28 -- Driving a new Lotus V8, Jim Clark of Great Britain won the Aintree 200-mi. Intl. motor race. New Zealander Bruce McLaren was second in a 4-cyl. Cooper. Phil Hill was third in a Ferrari.

* * *

Hills Scores

DEL MAR, Calif., April 29 -- Jay Hills, Los Angeles Porsche driver, won the feature race staged here today by the San Diego region of SCCA.

Second was Jack Nethercutt, who drove a Lotus.

* * *

Gurney Ready

INDIANAPOLIS, Apr. 29 -- Road racing star Dan Gurney, Costa Mesa, Calif. became the first rookie to pass his driver's test at the Indianapolis Motor Speedway Sunday as he completed his 40-lap test in the No. 72 John Zink Special.

RANDOM RALLY NOTES . . .

By GENE KIGGINS

S.C.A.R.E. revisited:

SCARE's unimaginatively-named COMPUTATION I, a Championship rally, was a well-conceived event by what is essentially a younger group who had the foresight to avail themselves of the services of just about the best Den Mothers as a check-out crew. Net result was a constantly interesting rally with traps on traps adding to the usual vicissitudes.

As titled, one might expect to be faced with complex arithmetic; however, this was not the case, as at only one or two points (Pacific) did the navigator have much to do or say about the course. This admittedly was lifted from the Church Street bit on MK 4, which again was virtually the only decision the navigator was required to make to stay on course.

SCARE will get a good rating for their efforts. Humorous sidelight . . . a week later the rallymaster fell into one of his own traps on another rally.

* * *

The late and not-lamented Don Diego 12 did not retain SCCSCC Championship status, as did not one of its predecessors. Had this rally been proofed by SCCSCC, perhaps the ultimate winners would have been other than acrimony and recrimination.

Availability for check-out should be a condition of acceptance of membership on SCCSCC Rally Committee.

A separate mailing from the Mk.4 contained a high specific gravity dash plaque, but not a copy of the results. WHY SHOULDN'T BOTH PARTICIPANTS GET A COPY OF THE RESULTS? This also applies to SCCSCC rating cards, which so far this year have arrived too late for this corner to comply with the mailing deadline.

* * *

How would you handle this instruction. . .CST 40 at "school" (This sign faces opposite your direction of travel).

Rallies have their humorous aspects, particularly when the victims are other than one's self. Such as the classic having lunch in the wrong town, and the latest version, taking a 60-minute break at the wrong time. LO, the poor asterisk.

* * *

At least two Chevys do well locally while correcting for their tires. This is easier as they know what their tires are doing, whereas if the RM used expendables, the contestant can only guess if the RM actually did as claimed.

Viva Sir Isaac's second law!

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18 with latest 20 specs. EX-Jack McAfee Pacific Point Champ. car. Xlnt Cond. Chrome crank. Sell or Trade. Trailer avail. Tom Milana, 10707 Landale, No. Hollywd. Calif. HO 6-3553 TR 7-2222 (L.A.)

1962 LOTUS F-Jr.
Brand New Car. Never raced. Late Cosworth Ford engine. Perfect shape and ready to race. Potential winner. Real sacrifice for $3895.00.
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CLIMAX TO CHEVROLET.
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FORMULA JR. ENGINE
1094 cu. cc Goliath opposed for. Disassembled for inspection. $125. Want Honda CB77 or CB 72 Motorcycle. Any condition considered.
PL 2-1385

ELVA F. JR. Front engine 992 BMC, New C/R Box, spares, Ready to race. Excellent Class 111 car. $1675. Norm Babcock, 410 W. Sola, Santa Barbara. WO 6-2072

Young enthusiastic man anxious for experience in road racing, is invited to help me prepare my motorcycle for future racing. PL 2-1385

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Front engine Gemini MK 11. First run Feb. 1961. BMC Engine with Weber Carb. Car is clean and ready to race. Sacrifice at $1900. Including trailer and spare parts.
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LOTUS MK XX F-JR.
Brand new 1100cc factory Cosworth Ford engine. No races on car since new Engine installed. Sacrifice for $4500. Strother Jones, 275 Van Winkle Dr., San Anselmo, Calif. PH 454-6136.

LETTERS

Continued from page 2

FEMALE HEAVYWEIGHT

Since summer will soon be upon us, I imagine that 150 lb. woman who wears short-shorts (I read about her in MOTORACING) soon will be strolling around in the pits at all the races.

I read somewhere that from the day on which she tips the scales at 140 the chief excitement of a woman's life consists in spotting women who are fatter than she is.

Maybe that is what she is looking for in the pit area.

H. JOSEPH MC FALL
San Francisco

* * *

WHAT MAGS?

Bitchin' Mar. 16th issue, Gus. Now CUT IT OUT before nobody wants to buy the monthly 6-bit mags any more!

NAME WITHHELD BY REQUEST
New York City

* * *

WE'RE SORRY TOO

Thank you very much for all the mentions in advance of the 12th Annual Pebble Beach Concours d'Elegance. I am sure it helped bring the large crowd that we had Saturday and I am only sorry that you were unable to be here, too....

GWENN GRAHAM
Del Monte Properties Co.
Pebble Beach, Calif.

* * *

DRAG STRIP SPORTSERS

...We have quite a few sports cars at the San Fernando Drag Strip, and many times we have as many as 60 to 70 sports cars racing in their respective classes. Many of them go up to 115-120mph in a quarter-mile...

I would like to subsribe to your newspaper, so please put me in for a six-year subscription, using the above post office box number for mailing address.

SAN FERNANDO DRAG STRIP & AIRPORT CORP.
WILLIAM H. HANNON
President
Los Angeles 5

VALve CLATTER

BY VAL MARRS

TEXAS! When those Texans do something, they do it in a BIG way! Not too long ago CARROLL SHELBY was the only cowboy who had ever mounted a race car. Now JIM HALL, HAP SHARP, and the Chaparral are making news all over the country. SCCA has a couple of races scheduled in Midland, ROLF ROTH plans a Grand Prix type course near Dallas, and there's a little group in Victoria getting going under the name of TEAM ROSEBUD.

Rosebud, watching their pennies, hired an unknown Lotus mechanic named JOCK ROSS to oversee their operation. JOCK, a thrifty Scot, searched the local junk yards for racing relics, such as Lotus 20s, 23s and rear-engined Ferraris. He lets new drivers gain their experience with the team. PAT PIGOTT, CHUCK PARSONS and PETE LOVELY race under the yellow rose banner.

* * *

BUD O'BRIEN, who recently did some spectacular flips and rolls at Riverside, is reported recovering. In fact, the hospital staff wishes he could leave! A basal skull fracture isn't slowing him down a bit. Bud was driving a club model Dolphin Formula Jr.

A lot of people are beginning to notice that the Jrs. aren't the best cars for the beginning driver. The cars are engineering dreams with lots of speed and little weight. All the drivers love them for their agility. But one twitch can cause a lot of trouble.

STOCKTON

Continued from page 1

and was once as far back as 7th.

Sponsored by the San Francisco SCCA, proceeds went to the San Joaquin County Sheriff's Widows and Orphans Assn. The attendance was about 5,000.

SUMMARY

Stockton---1.9 mi.

MOTORCYCLES, all classes---16 laps, 32.3mi.; 63.7mph avg., 30:27.1 1. McLaughlin (Norton-Manx); 2. Grant (Norton-Manx); 3. Vesco (Matchless G-50); 4. Rancourt (Parilla); 5. Hetzler (Norton-Manx) 500--McLaughlin; 350--Buising (AJS); 250--Rancourt; 125--Jones (Ducati).

PRODUCTION, G, H production & H modified---16 laps, 30.4mi.; 61.3mph avg., 29.49.5 ---1. Smith (Alfa Romeo); 2. Burrows (Lotus 7A); 3. Snively (AH Sprite) G--Smith; H--Hudson (AH Sprite); H mod.--Elke (Crosley).

FORMULA---17 laps, 32.3mi.; 65.5mph, 29:45.9---1. Leslie (Gemini); 2. Seher (Lotus 20); 3. Dalton (BMC) I--Leslie; II--Hanford (BMC); III--Hanawalt (Crocus).

MODIFIED C-G---17 laps, 32.3mi.; 66.6 mph avg., 29:06.9---1. Sargent (Birdcage); 2. Masterson (Porsche RS60); 3. Owsley (Lotus XI); 4. Timanus (Lotus XI); 5. Snyder (Elva VI); 6. Ribbs (Elva IV); 7. Dykes (300S Maserati); 8. Freeman (Porsche RS); 9. Eagleson (Corv. Spl.); 10 Miller (Lotus XI); 11. Carveth (Ferrari TR); 12. Potter (C-Jaguar); 13. Grube (Lotus XI) C--Eagleson; D--Sargent; F--Masterson; G--Owsley.

PRODUCTION A-C---17 laps, 32.3mi. 66 mph avg.; 29:18.4---1. MacDonald (Corvette); 2. Reinhart (Corvette); 3. Wester (Porsche Carrera); 4. Faris (Corvette); 5. Martin (Corvette) A--MacDonald; B--Reinhart; C--Grant (AC Bristol).

PRODUCTION E---15 laps, 28.5mi.; 60.3 mph avg., 28:24.9---1. Brizard (Lotus Elite); 2. Carter (AH 100); 3. Patterson (Elva) E--Brizard.

PRODUCTION D---16 laps, 30.4mi.; 63.3 mph avg., 28:58.3---1. Barneson (Porsche); 2. Johnson (Porsche); 3. Lee (Porsche) D--Barneson.

PRODUCTION F---17 laps, 32.3mi.; 63mph, 30:44.17--1. Maas (Porsche); 2. Gupton (Porsche); 3. Jones (Portsche) F--Maas.

Divisional SCCA Championship Point Totals for Areas 9-10

DIVISIONAL SCCA CHAMPIONSHIP POINT TOTALS AREAS 9 & 10
Points include Riverside March 3 - 4, and Tucson March 31 - April 1

	CAR	POINTS
PRODUCTION CLASS A		
Joe Freitas	Corvette	54
Dave MacDonald	Corvette	30
Scott Briley	Corvette	26
Red Faris	Corvette	26
Dean Geddes	Corvette	10
Walter Barnitz	Jag. XKE	4
PRODUCTION CLASS B		
Paul Reinhart	Corvette	56
Jay Hills	Porsche Carrera	30
Bob Dickson	Corvette	28
Don Wester	Porsche Carrera	22
Jerry Loman	Ferrari 250 GT	12
Don Meline	Corvette	12
Doug Hooper	Corvette	12
Jim Collipriest	Corvette	4
Bud Keller (Nov.)	Corvette	4
Robert Kirby	Porsche Carrera	1
PRODUCTION CLASS C		
Lew Spencer	Morgan TR SS	60
Alan Schorken	Arnolt Bristol	26
Ray Wolfe	Morgan #4	24
George Von Tobel	Jag. 1508	22
Ike Banks	Daimler	13
Eric Settergren	AC Bristol	8
James Greaves	?	8
Jerry Hall	Porsche	2
Alan Brengle	Abarth DOC	2
PRODUCTION CLASS D		
Ronnie Bucknum	AH 3000	60
Rick Muther	Porsche 1600	46
James Kennedy	Porsche 1600	34
Gil Ranney	Alfa	16
Ed Barker	Porsche SS	8
William Newton	Porsche 1600	4
Alan Johnson	Porsche 1600	4
Allen Scholz (Nov.)	AH 3000	4
Ed Rowley	AH 3000	3
Ed Mackey	Alfa	2
Ed Ranney	AH 3000	2
Paul Hebacek	Porsche S	2
PRODUCTION CLASS E		
Jim Dittemore	Elva	38
Carl Swanson	MGA Twin Cam	30
Charley Gates	TR 4	24
John Jewett	TR 3	18
Warren Hancock	Lotus Elite	16
Lindley Manning	TR 3	12
Jack Rowe	AH 100-6	10
Wilson Hodges	Morgan -4	9
Frank Copeland	Lotus Elite	8
Ed Eginton	TR 3	6
Berk Charvoz	MGA Twin Cam	5
Dick Hughes	Elva	4
Phil Massarella	TR 3	4
Norman Hart	Lotus Elite	2
PRODUCTION CLASS F		
Nevin Lyon	Porsche Norm.	38
Charlie Gates	Porsche Norm.	28
Dave Jordan	Porsche Norm.	26
Ray Pickering	Sunbeam Alpine	24
Lew Spencer	Sunbeam Alpine	20
Ken Miles	Sunbeam Alpine	18
Ron Grable	Porsche Norm.	16
Miles Gupton	Porsche Norm.	8
John Lumkin	MGA	5
Alan Brengle	Fiat Abarth	2
C.S. Trosper	Porsche Norm.	1
PRODUCTION CLASS G		
L.E. Randolph	AH Sprite	52
Frank Smith	Alfa	40
Serge May	Lotus 7	22
Pete Cordts	AH Sprite	22
Bob Hindson	Lotus 7	18
Frank Drummond	AH Sprite	9
Ed Lynch	Alfa	4
Joe Harvey	AH Sprite	4
John Herbert	AH Sprite	4
PRODUCTION CLASS H		
Dallas Hickson	Abarth	28
Clyde Sebastion	AH Sprite	26
George Cheyne	AH Sprite	22
Don Sanasac	AH Sprite	22
Boyd Harford	Fiat Abarth	20
Joe Zebor	AH Sprite	12
R. Bianchi	NSU	5
Richard Paup	MGTD	2
FORMULA JR. CLASS I		
Rob Nethercut	Lotus 20	54
Dick Boyle	Lotus 20	50
Bill Blatt	Lotus 18	18
Bruce Eglinton	Lotus 20	16
Bob Devlin	Lotus 18	14
Ed Leslie	Gemini	10
Dick Petty	Lotus 18	9
Tony Briggs	Cooper	4
FORMULA JR. CLASS II		
Ray Altman	BMC Mark II	46
Val Haefs	Lotus 20	26
Charles Parsons	Cooper BMC	20
Chuck Gounis	Elva	20
Paul Cunningham	Lotus 18	8
Paul Crowley	Stanguellini	6
FORMULA JR. CLASS III		
Fred Parkhill	Volpini	30
Jim Frank	Alike	30
Sam Camp (Nov.)	DKW	24
Walter Weeke	Weeke Special	8
Ray Weaver	Norcon Special	6
MODIFIED CLASS C		
John Brophy	Devin Corvette	41
Dave MacDonald	Corvette Special	30
Chuck Kessinger	Maserati	20
Pete Voevodsky	Tounsend Special	20
Tracy Bird	Lister Jaguar	10
Elgin Holmes	Buick Special	8
Bob Harris	Campbell Special	8
Bill Dixon	Maserati	6
Alex Budurin	Hageman Special	6
John McCann	Special	6
Dave Dunbar	?	2
MODIFIED CLASS D		
Dick Brashear	Ferrari	44
Jack Nethercut	Lotus 19	40
Jack Hinkle	Maserati	28
Pat Bryan	Ferrari	18
Hal Conrad	AH 100-8	12
MODIFIED CLASS E		
Bob Challman	Lotus Mark 9	48
Hap Sharp	Cooper Monaco	30
Jack McAfee	RSK 61	30
MODIFIED CLASS F		
Clyde Freeman	Porsche RS	46
John Masterson	Porsche RS 60	30
Jay Hills	Porsche RSK	30
Jot Travis	Porsche RS 550	20
MODIFIED CLASS G		
Pete Brock	Lotus XI	40
John Timanus	Lotus XI	48
Frank Monise	Lotus XI	28
Dave Kyte	Elva	22
Dr. Wm. Molle	Lola	14
Jim Chaffee	Lotus XI	8
Bill Young	Lotus XI	4
MODIFIED CLASS H		
Ingvar Lindquist	Saab	56
Richard Schoenen	Lotus Fiat	34
Tom Spencer	Panhard	18
Bob Marting	Panhard	18
Don Runyan	Crosley Fiat	12
Hugh Pryor	Sondra Special	12
Jim Starbuck	Miller Morretti	10
Dick Rydel	Fiat Abarth	9
Rick Padock	Lotus Crosley	8
Richard Erickson	Viking Special	6
Robery Miller	Crosley	2
Frank Scott	Devin Crosley	1

MOSS CRASH

Continued from page 1

in several accidents. The most serious was while practicing for the Belgian Grand Prix in June, 1960, at Spa. He suffered back and leg injuries and missed most of the campaign that year.

Last month he crashed at 95mph at Melbourne, Australia, but was uninjured.

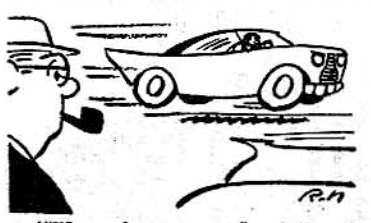
The driver's father, Alfred Moss, said: "I hope that he will definitely give up racing. He may have to, because of his injuries. Agreeing, his mother said, "I would like for Stirling to stop after this."

Stirling's sister, Pat, a noted rallyist, rushed to London after competing in the East Africa Safari rally in Kenya. She said, "There is absolutely no question of the family trying to persuade Stirling to give up racing."

The Goodwood race---42 laps around a 2.4-mi. course---was won by Graham Hill in a BRM in 59m. 55.2s. at an average speed of 102.65mph. Bruce McLaren of New Zealand, Cooper Climax, was second in 59:38.6.

Moss had tied for the fastest single - lap clocking before the crash, covering one lap in 1;22. That time was matched on another lap by John Surtees in a Lola-Climax.

The Royal Automobile Club has disclosed it is holding an on-the-spot inquiry to determine the cause of the accident.



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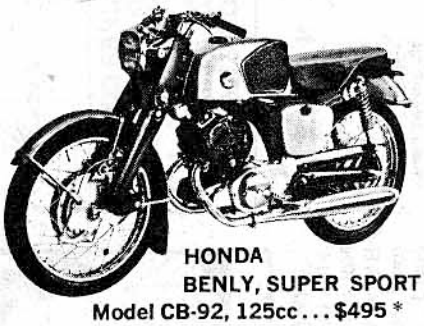

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